

# Canadians' Views on Major Projects

April 2026

PROBE Research



# The Story

During the past year, Canadians have been hearing a lot about major projects – big, transformative infrastructure investments led by the federal government. Ottawa’s new Major Projects Office (MPO) is either moving ahead with or evaluating major investments related to energy, resource extraction and transportation.

We examined what Canadians know and think about six of these potential major projects:



The Alto high speed railway corridor between Toronto and Quebec City.



The small modular nuclear reactor (SMNR) project in southern Ontario (Darlington New Nuclear Project).



The Port of Churchill Plus project in northern Manitoba.



The Ksi Lisims liquefied natural gas (LNG) export facility in northern B.C.



The Pathways Plus carbon capture and storage project in Alberta.



Wind West Atlantic Energy, an offshore wind development in Nova Scotia.

**Despite the amount of attention these projects have received, many Canadians are still forming their opinions about them.** Only the proposed railway corridor is relatively well-known and enjoys strong public support. While Canadians are generally supportive of these projects, views in specific regions may become volatile if local opposition starts to take shape.

**When it specifically comes to the Port of Churchill, there is reasonably strong support for investing in its expansion.** While those in Western Canada and especially Manitoba are more likely to advocate for this project, majorities of Canadians agree spending tax dollars on this port will be worth it. They generally support having Indigenous leadership at the table and – at a time when Canada is looking to sell resources to countries other than the U.S. – believe it will lead to more European customers buying Canadian energy, minerals and other commodities.

**Canadians are also generally willing to accept the potential environmental risks this plan entails,** although the high proportion of those with no opinion could shift if damage occurs.

# Key Findings

**Canadians are expressing tepid support for the major projects identified by the federal government – but opinions remain volatile.** Canadians are most likely to be aware of – and supportive of – the proposed high-speed rail corridor between Toronto and Quebec City. While support for this project is relatively strong, there is some degree of opposition to it in Western Canada and Ontario. Small majorities of Canadians are also in favour of building an offshore wind farm near the coast of Nova Scotia (Wind West), building a liquefied natural gas and export facility in northern B.C. and expanding the Port of Churchill in northern Manitoba. Support for the Pathways Plus carbon capture and storage project in Alberta and building small nuclear reactors in southern Ontario is slightly lower than for these other projects.

It should be noted, however, that many Canadians have not heard about these projects (except the high-speed rail corridor) and have not formed opinions one way or the other.

Perhaps not surprisingly, those in Western Canada are more likely to express support for the three energy-related projects in their region, with Albertans especially likely to back the LNG terminal in northern B.C. and the Pathways Plus project in their own province.

The Port of Churchill expansion, which may include a pipeline component, also has higher support in the three Prairie provinces – especially Manitoba, where more than three-quarters strongly or somewhat support this project.

Canadians are also most likely to believe the LNG terminal in B.C. will provide the greatest benefit to the country's economy, with the high-speed rail corridor in Central Canada as their second choice. Those living in Manitoba, meanwhile, are most likely to believe expanding the Port of Churchill will be the most economically beneficial major capital project.

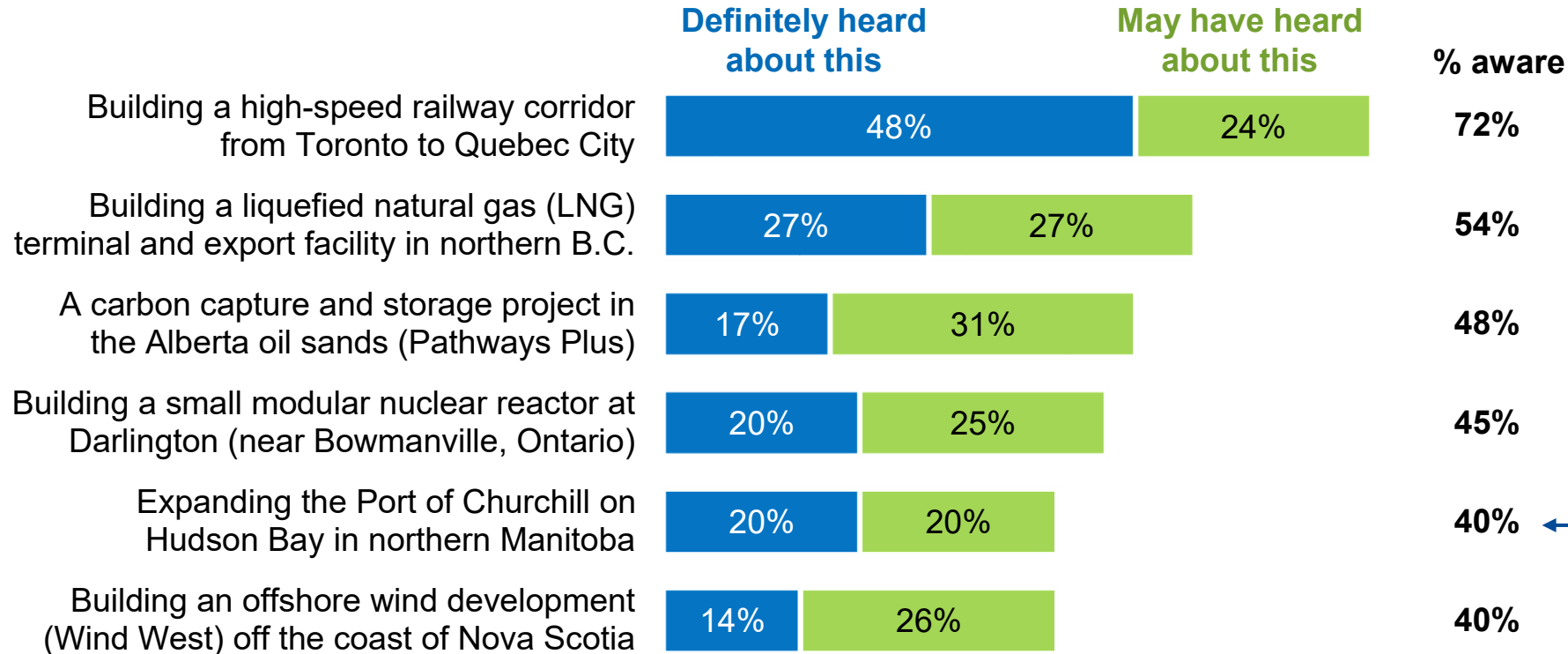
# Key Findings (continued)

**Canadians may not know much about the Port of Churchill expansion, but they are quite open to arguments in favour of this investment.** Manitoba Premier Wab Kinew and other Western Canadian business leaders have championed the Port of Churchill Plus project, which involves upgrading the Hudson Bay Railway, building an all-weather road to Churchill, having more icebreakers to extend the shipping season and potentially building a pipeline to export crude oil or natural gas to international markets.

Nearly two-thirds of Canadians agree it makes economic sense for governments to financially support this project, with more than six in 10 agreeing these investments will lead directly to Canada selling more commodities to European customers. Six in 10 also agree that knowing Indigenous leaders are involved in the decision-making process – something Kinew has proposed through a new Crown-Indigenous partnership – makes them feel better about supporting this project. As might be expected, Manitobans are most likely to agree with the economic and trade arguments for expanding the Port – but are no more sold than others on the involvement of Indigenous leadership.

**Canadians are more willing to accept the potential environmental trade-offs that would come with expanding the Port of Churchill.** By a ratio of two to one, Canadians are more likely to agree the economic benefits outweigh the environmental risks associated with expanding this northern port. (Four in 10 have no opinion). More than four in 10 indicate the potential economic benefits are worth it – interestingly, this is an area where both Conservative and Liberal supporters agree. Nearly one-half of Canadians also agree that a larger port with more shipping could cause damage to sensitive beluga whales and polar bear habitats.

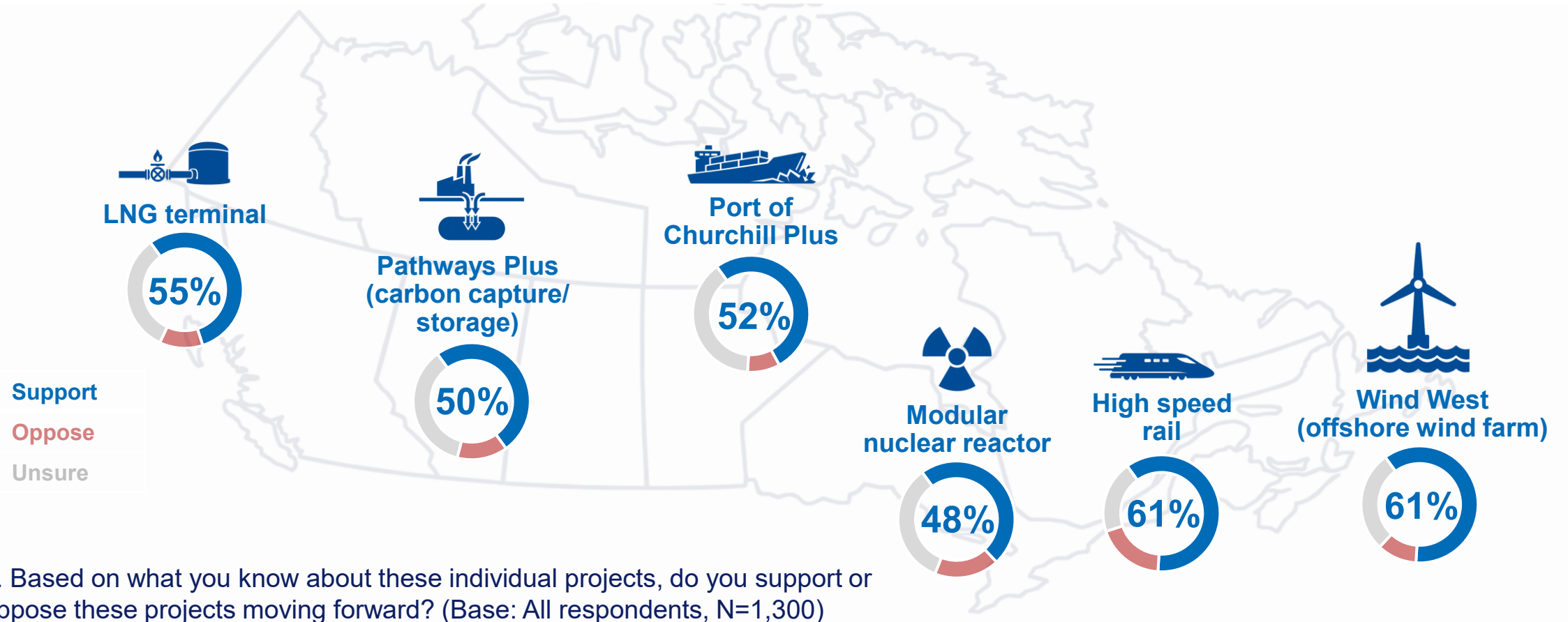
# Canadians are most familiar with plans to build a high-speed railway corridor



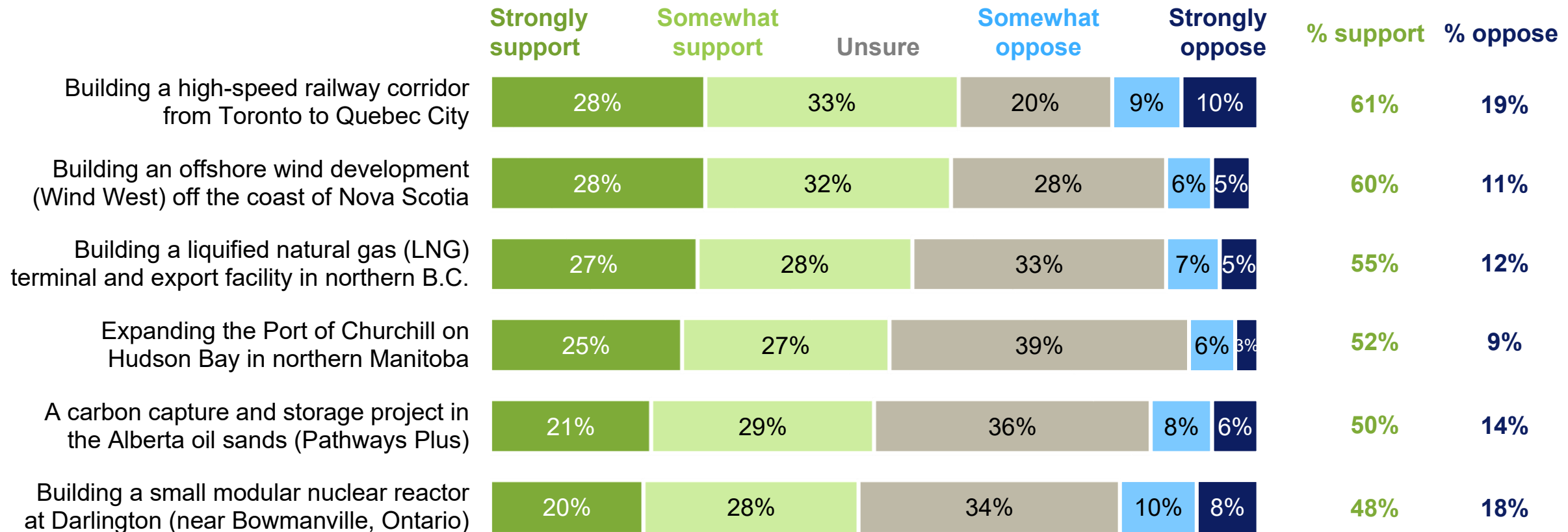
More than eight in 10 Manitobans know about expanding the Port of Churchill (83%, including 69% definitely aware).

1. The Government of Canada and different provincial governments have talked about building major projects across the country. Which of the following initiatives have you heard, seen or read about at some point in the past year? (Base: All respondents, N=1,300)

# There is majority support for most major projects proposed for the country

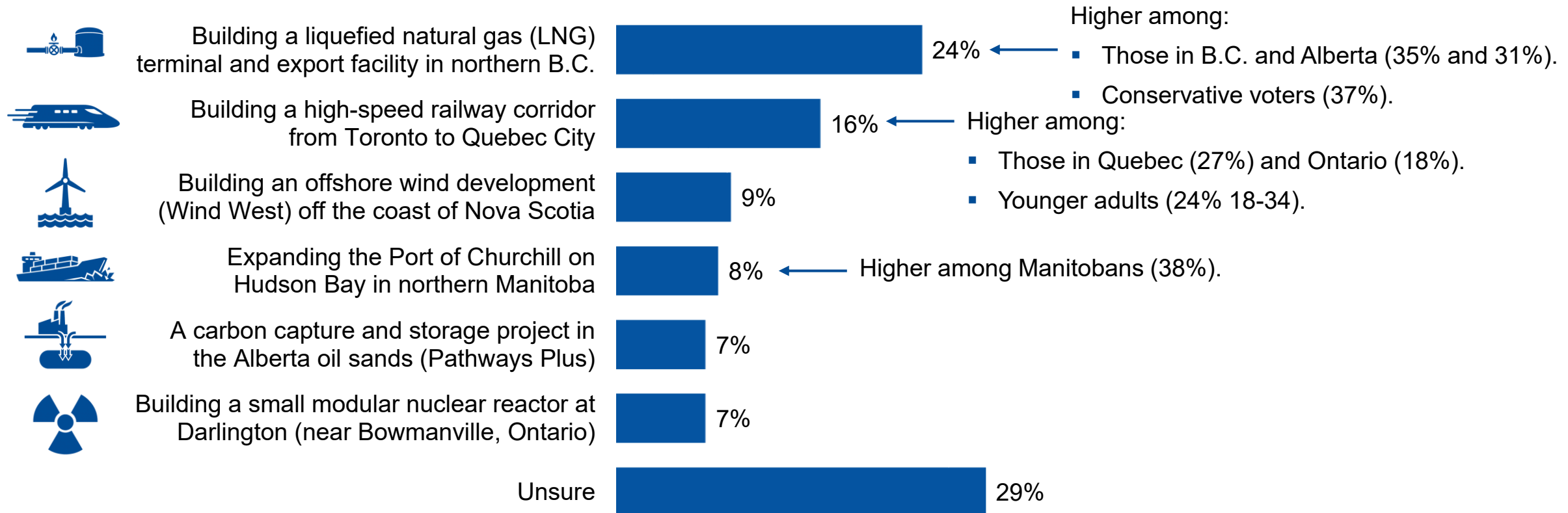


# Most projects have majority support, with high proportions of Canadians still unsure



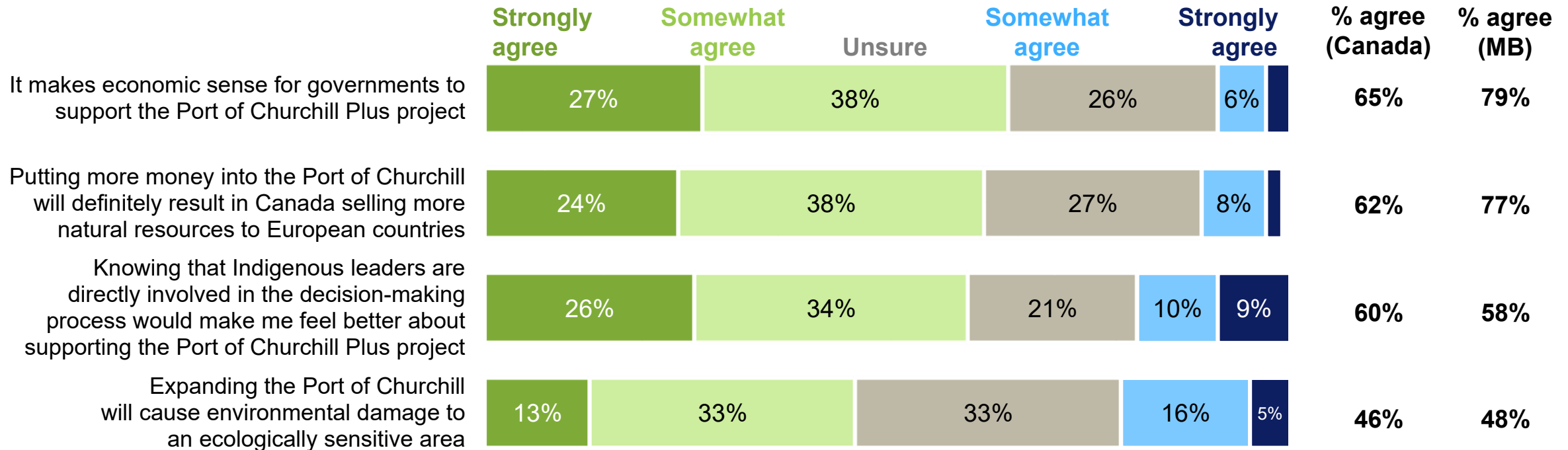
2. Based on what you know about these individual projects, do you support or oppose these projects moving forward? (Base: All respondents, N=1,300)

# Canadians think a West Coast LNG terminal will have the biggest economic impact



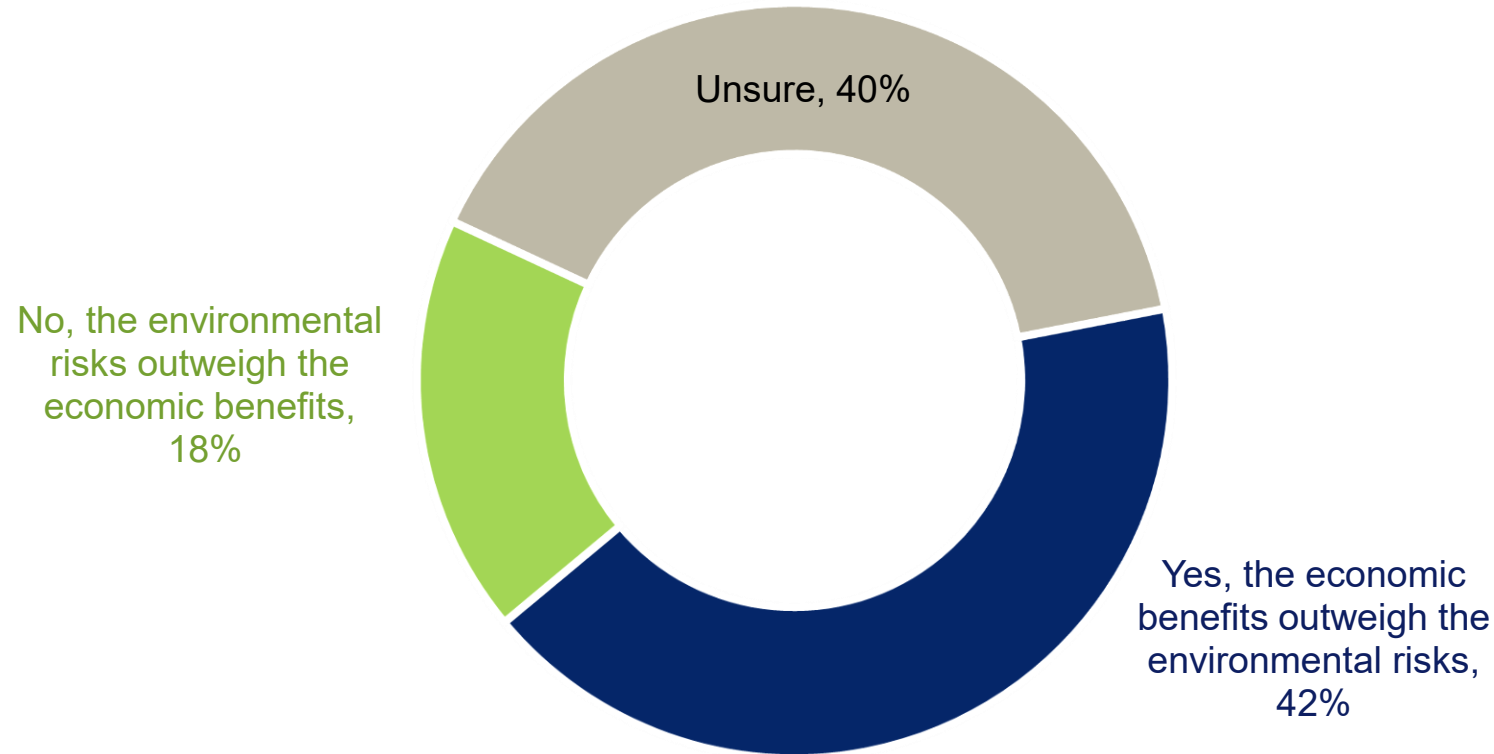
3. Which of these projects do you think will do the most to benefit Canada's economy? (Base: All respondents, N=1,300)

# Two-thirds of Canadians agree the Port of Churchill project makes economic sense



4. There are four elements to the Port of Churchill Plus project: 1) Upgrading the Hudson Bay Railway, which runs through northern Manitoba to Churchill, 2) Building an all-weather road through northern Manitoba to Churchill, 3) Having more icebreakers so goods can be shipped longer in the year, 4) Building a new pipeline that can be used to ship crude oil or natural gas. Based on this and anything else you know about this project, do you agree or disagree that ... (Base: All respondents, N=1,300)

# Twice as many Canadians say the economic benefits of the Churchill project outweigh the risks



Those most likely to agree the economic benefits of the Port of Churchill project outweigh the environmental risks include:

- Albertans (51% vs. 39% of those in Manitoba and Saskatchewan and 37% of those in Quebec).
- Men (55% vs. 29% among women).

Conservative and Liberal voters are equally as likely to believe the economic benefits outweigh the environmental impact (48% and 47% respectively).

5. In your opinion, do the potential economic benefits of the Port of Churchill Plus project outweigh the environmental risks, or not? (Base: All respondents, N=1,300)

# Methodology

Probe Research conducted an online survey of N=1,300 Canadians over the age of 18, as well as a supplemental survey of N=488 Manitoba adults. The national survey of N=1,300 adults was conducted between April 6 and 14, 2026 using a national online sample provider (LEO). The survey of N=488 Manitobans was conducted between April 10 and 15, 2026 using Probe Research's proprietary online panel of Manitobans.

An online panel is a non-probabilistic sample of convenience, so no margin of error can be ascribed. For the purposes of comparison, a random sample of N=1,300 Canadians has a margin of error of  $\pm 2.7$  percentage points, 19 times out of 20, while a random sample of N=488 Manitobans has a margin of error of  $\pm 4.4$  percentage points

Probe applied minor statistical weighting to the sample based on age, gender, region, educational attainment and past federal voting preference so that the sample properly reflects Canada's population.

## About Probe Research

Probe Research is one of Canada's leading public opinion and market research firms, serving as an indispensable insights partner to clients and communities throughout the country. It is a member of the Canadian Research Insights Council (CRIC).

The Probe team blends the traditions of social science and journalism to help clients better understand the world around them – asking the most insightful questions and using storytelling skills to make data come to life and drive strategic decision-making.

The survey instrument was designed and paid for by Probe Research.

## Notes on this Report

Totals in this report may not add to exactly 100% due to rounding. We may not show results of 2% or less in the graphs.

# Contact:

Curtis Brown, Partner

(204) 894-3298

[curtis@probe-research.com](mailto:curtis@probe-research.com)

## PROBE Research

603-191 Lombard Avenue  
Winnipeg, MB R3B 0X1

Probe Research is working to ensure its documents exceed modern accessibility and screen-readability standards. If you encounter any barriers to accessing this content or if you require this document in an alternative format, please contact [probe@probe-research.com](mailto:probe@probe-research.com) or (204) 926-6565.